

SECURITY INFORMATION  
CENTRAL INTELLIGENCE AGENCY  
INFORMATION REPORT

REPORT NO.

CD NO.

25X1A

COUNTRY East Germany

DATE DISTR 13 October 1953

SUBJECT 1954 Plan of the State Secretariat for Motor Traffic and Roads

NO. OF PAGES 2

PLACE ACQUIRED

NO. OF ENCLS LISTED BELOW

DATE OF INFO

SUPPLEMENT TO REPORT NO

25X1A

THIS IS UNEVALUATED INFORMATION

25X1X

The following information was excerpted from the 1954 Economic Plan of the State Secretariat for Motor Traffic and Roads:

1. Road Bridge Construction Program;

Bridges to Be Completed in 1954 (unless stated otherwise; Obstacle Crossed)	Total Cost (in 1,000 Eastmarks)	Expenditures in 1954
1. Peene River near Demmir (Meyenkrebs Bridge)	1,850	754
2. Oder-Havel Canal near Havelhausen	800	444
3. Spree Schlieuse and Archenschiff near Hammerow	3,225	1,019
4. Lubnitzer Schlieuse	700	185
5. Mahlenfließ near Ruedersdorf	2,060	153
6. Bulkraben near Ruedersdorf	2,750	143
7. Oder-Havel Canal at Flowfurt	1,200	195
8. Frankfurt/Oder II (to be continued in 1955)	40,000	10,000
9. Spree Canal near Muellrose	590	184
10. Spree River near Baeskow	650	104
11. Oder River near Nonenwutzen (to be continued in 1955)	3,320	1,104

ILLEGIB

25X1A

SECRET/CONTROL - U.S. OFFICIALS ONLY

-2-

25X1A

Bridges to Be Completed in 1954 unless Stated otherwise Obstacle Crossed	Total Cost (in 1,000 Eastmarks)	Expenditure in 1954
14. Sprée River near Cottbus	600	193
15. Railroad line near Lauchhammer	510	310
16. Elbe River near Vockerode	6,120	2,000
17. Elbe River near Hohenwarthe	9,993	3,000
18. Klein Striegis near Schlegel	8,700	540
19. Saubach valley near Wilsdruff	4,461	1,100
20. Saale River near Schkopau	1,250	1,250
		26,762
Reserve and minor projects:		2,238
Totals:		29,000

2. The State Planning Commission, when drawing up the five-year plan, believed that the money allocations (Kontrollziffern) required for the reconstruction of road bridges could be reduced in 1954. However, enormous funds are still required for the reconstruction of bridges destroyed during the war and the replacement of temporary structures by permanent bridges. With regard to the limited means available, no new road bridge construction projects were included except for the reconstruction of the bridge over the Saale River near Schkopau.

3. Owing to the limited allocations for road bridge construction projects allowed for in the preliminary 1954 budget, the following projects could not be included in the road bridge construction program:

Project	Cost (in 1,000 Eastmarks)
Bridge construction projects requested by the SCC	17,000
Elbe River bridge at Riesa, first construction stage	2,500
Two bridges on Highway No 166 near Schwedt, i.e. the Moglitze Bridge, and the Ratz Wiesen bridge	350 250
Second lane of the bridge over the Kleine Striegis River near Schlegel,	5,000
Second lane of the bridge over the Saubach valley near Wilsdruff	1,800
Total:	26,900

The tabulation of these projects which should be carried out in 1954 shows that the allocations proposed in the preliminary budget are far too small. A total of 56 million Eastmarks is the absolute minimum required for road bridge construction programs in 1954.

SECRET/CONTROL - U.S. OFFICIALS ONLY

SECRET/CONTROL - U.S. OFFICIALS ONLY

25X1A

## 4. 1954 Road Construction Program.

Location and Type of Work Required	Total Cost (in 1,000 Eastmarks)	Expenditure in 1954	Remarks
1. Highway No 169, bypass at Leuchhammer, first stage	5,060	2,700	project started in 1953
2. Reconditioning of Pegau-Prafen sector of Highway No 2	6,200	2,000	"
3. Embankment for approach to Meyenkrebs Bridge, Highway No 194	710	250	"
4. Reconditioning of Brieskow-Pinkenehrd sector of Highway No 112	1,695	1,300	"
5. Construction of autobahn at Frankfurt/Oder, 3d stage		1,000	"
6. Improvement of Dessau-Rosslau road, Highway No 184		680	new project
7. Road bypass at Bergen on Ruegen Island		7,000	"
8. Embankment for approach to Kaiserweg Bridge, Highway No 169		400	"
9. Elimination of curves of Highway No 169, near Chemnitz		550	"
10. Widening of Highway No 180 at Saiga Tor, Hettstedt		690	"
11. Rerouting of Highway No 247 between Schwarzwald and Oberhof		2,000	"
12. Rerouting of Highway No 169 at Slaughterhouse, Aue		1,000	"
13. Highway Engineering School at Schleusingen		700	"
14. Equipment for VEB Road Construction Enterprises		3,000	"
15. Projects estimated at under 500,000 Eastmarks		1,230	"
16. Minor projects		660	"
17. Reserve		840	"
Total:		26,000	

5. The total cost of the projects listed would not exceed the allocations for road construction and maintenance projects as laid down in the preliminary budget for 1954. Projects, which owing to a shortage of funds could not be listed in the 1954 road construction program, include: the improvement of the highway to Irsenau as demanded by the Council of Ministers in July 1951, a project which would require an initial outlay of 3.5 million Eastmarks, and the planting of 70,000 trees along highways estimated to cost about 1 million Eastmarks. It is therefore requested that the total allocation for 1954 road construction projects be increased to 30,500,000 Eastmarks. 4

SECRET/CONTROL - U.S. OFFICIALS ONLY

SECRET/CONTROL - U.S. OFFICIALS ONLY

25X1A

6. Investment Plan for Motor Traffic:VEB Deutscher Kraftverkehr  
Berlin-Lichtenberg:

Project/Item to Be Procured	Cost (in 1,000 Eastmarks)
50 x 6-ton trucks	2,250
50 x 3-ton trucks	1,200
10 prime movers	255
5 repair shop trucks	500
temporary repair shops	250
social welfare and training projects	250
minor projects and reserve	295
Total:	5,000

The total cost of the projects listed agrees with the preliminary budget allocations for motor traffic, which is centrally controlled by the newly established VEB Deutscher Kraftverkehr in Berlin-Lichtenberg.

25X1A. ☐ Comment. For photostat of 1954 Economic Plan of the State Secretariat for Motor Traffic and Roads, see Annex. Since the plan was drawn up prior to the June uprisings and all investment plans have been drastically curtailed since then, it may be expected that the projects listed in this tabulation will also be curtailed.

25X1A. ☐ Comment. The preparations for the reconstruction of this bridge, which crosses the Oder River proper and the so-called Alte Oder, were started in March 1953. See

25X1A

25X1A. ☐ Comment. A road bridge construction program was previously furnished from other source. ☐ According to the present report which consists of documentary evidence, the previous plans have been drastically curtailed.

4. Field Comment. Partial information on the road construction projects was furnished previously. ☐

25X1A

Enclosure: 1954 Plan of the State Secretariat for Motor Traffic and Roads  
(3 annexes, 11 pages)

To: ORR  
State  
Army

SECRET/CONTROL - U.S. OFFICIALS ONLY